For the Children.

By Lottie Holsinger.

Little Things.

Little things are often neatest,
Little words are always sweetest;
Little lakes the stillest lie;
Little charities farthest fly;
Little seeds produce our trees,
Little drops of rain our seas;
Little words of kindness often
Will a heart of anger soften.
Little sympathies with grief
More than aught will give relief.
When, in stillness (oft unbroken
Save by sighs, and one word spoken;
One little word, one little kiss)
Two hearts united are in bliss.
These loving hearts, so closely beating,
Their vows of constancy repeating,
May soon by actions of their own,
For which no sorrow can atone,
By little words unset the vow
They register in heaven now.
Little songs we love the best;
Little cares disturb our rest;
Little birds the sweetest sing;
And, when nature makes a thing
Especially rare, she'll always choose
Little things—as little dews,
Little diamonds, little gems,
Little plants with little stems;
Little things we love the strongest,
Hope for most, remember longest.

—*Selected.*

What We Will Do.

We wish to say to the children who have been writing for this Department that we will continue to keep a little space for the special benefit of young people. Aunt Lottie will have an opportunity to talk with the children about the Dew Drop Fund, and give instructions as heretofore; and other contributors will be welcomed to to thisdepartment. We hope to make it quite interesting for the young people, and we ask the children, and all interested in their wellfare, to help, and this they can do by writing for this department and sending us short and good selections.

A Blessing.

My Dear Children: As I was thinking of writing to you, I wondered how many of you had ever thought what a blessing it really is, to be able to write. So I propose in this little letter to tell you that I think it a favor that we should esteem very highly. I once read of two men visiting a country where the people were uneducated. One day they happened to be some distance apart, and having something of importance to communicate, wrote the message on a chip and ordered a native to carry it to the other comrade and then return it again. The native saw that the chip had brought about an understanding between those two men, and in his great surprise exclaimed "Why! can that chip talk?" So when I am about my work (I am real old-fashioned, I do my own house work,) I am often thinking of you, and wishing I could tell you this and that, and when there is time to spare, I take a bit of paper and with pen in hand, invest it with power to tell you just what I would say were I present with you. Oh, how sorry I should be were this not possible. Most of you are going to school this winter, and in connection with other studies writing should receive due attention. You should learn to write carefully; remember there is a wrong way in writing as well as in anything else. Try to imitate as closely as possible the copies your teachers give, and you will in due time be well repaid for your painstaking. We all love to receive good letters, but how much pleasanter when they can be read without difficulty. And as we expect you all to write for the paper, I feel like coaxing you to try then at least, to do your best, so as not to cause the editors any unnecessary trouble.

I think sister Lottie has entertained you very nicely through the past year; for which I feel very grateful, as my share in that work has been hindered by other duties. I hope to find time for writing oftener during this winter if life and health are spared. Write often, won't you to assure us that you are still interested in the work we have undertaken. Have you all enjoyed a merry Christmas and a happy New Year? Tell us about it. A young man of our acquaintance here, dismissed his school for a holiday vacation, but before the time arrives for the school to open again, he will be laid away in the cemetery; he died of a fever. He was married a few weeks ago.

AUNT LAURA.

Self-Sacrifice

The tower door of St. Leonard's Church, Bridgenorth, England, was left open, and two young boys wandering in, were tempted to mount up into the upper part and scramble from beam to beam.

All at once a joist gave way. The beam on which they were standing became displaced. The elder had just time to grasp it when falling; while the younger slipping, over his body caught hold of his comrade's legs.

In this fearful position the poor lads hung, crying for help; for no one was near.

At length the boy clinging to the beam became exhaustd. He could no longer support the double weight. He called out to the lad below that they were both done for.

"Could you save yourself if I were to lose you?" replied the little lad.

"I think I could", rejoined the older.

"Then good-by and God bless you!" cried the little fellow, losing his hold.

Another second and he was dashed to pieces on the stone floor below, his companion clambering to a place of safety.

This is a true story. The record of it is preserved in the Bodleian Library, at Oxford.

Some tales of heroism excite one to pour forth one's admiration, one's approbation, in many words, but this one strikes us dumb, this little fellow unwittingly had followed so closely in the steps of his most beloved Master.

Listen to the words of our Lord; "This is my commandment, that ye love one another as I have lovd you. Greater love hath no man than this, that a man lay down his life for his friends."—LUTHERAN.

A Child's Eternity.

One time a sabbath school teacher asked a class of little children what eternity was. After a moment's pause, a bright, little face turned up and a reply came: "The lifetime of God."

This was a very good answer and every obedient child will live in that eternity—live with the angels in the presence of God.

Spare Moments.

A boy, poorly dressed, came to the door of the principal of a celebrated school one morning and asked to see him. The servant eyed his mean clothes, and thinking he looked more like a beggar than anything else, told him to go round to the kitchen.

"I should like to see Mr. ——," he said.

"You want a breakfast, more like."

"Can I see Mr.——?" asked the boy.

"Well, he is in the library; if he must be disturbed, he must."

So she bid him follow. After talking awhile the principal put aside the volume that he was studying and took up some Greek books and began to examine the new-comer. Every question he asked, the boy answered readily.

"Upon my word," exclaimed the principal, "you do well." "Where did you pick up so much?"

"*In my spare moments*," answered the boy.

He was a hard-working lad, but almost fitted for college by simply improving his spare moments. A few years later he became known all the world over as the celebrated geologist, Hugh Miller. What account can you give of your spare moments?—Ex.

Chicago & Atlantic R'y

Time Card in Effect Nov. 16th, 1884.

WESTWARD.

Stations.	Chicago Express	Pacific Express	Sp'ncer Accom.	Way Freight
Marion	10 10am	10 40pm	6 00pm	5 00pm
Lima	12 01pm	12 09am	8 28	10 40
Decatur	1 28	1 43		3 30
Hunt'ton " "	2 40	2 50		6 10
	2 55	2 55		5 00am
Bolivar	3 28	3 30		6 30
Rochester	4 15	4 19		9 00
No-Junc.	5 16	5 25		12 22pm
Crown P	6 30	6 33		3 20
Chicago	8 05pm	8 20		

EASTWARD.

Stations.	N. Y. Expr's	Atlan'c Expr s	Marion Accom.	Way Freight
Chicago	8 40am	5 06pm		
Crown P	10 14	7 00		8 23am
No Judson	11 23	8 06		11 23
Rochester	12 34pm	9 06		2 30pm
Bolivar	1 23	9 52		4 25
Hunt'ton " "	2 00	10 25		5 50
	2 15	10 30		6 05am
Decatur	3 30	11 32		8 50
Lima	5 11	1 00am	8 03am	1 30pm
Marion	7 10	2 40	10 00	6 15

Trains run on Central Standard Time.
F. BROUGHTON, General Superintendent
S. W. SNOW, General Passenger Agent.

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	1 Mo.	3 Mos.	6 Mos	1 Yr.
Sun. and D'ly	$1.50	$3.75	$7.00	$14.00
D'ly except Sun.	1.25	3.25	6.00	12.00
Any three days	.85	1.75	4.25	6.00
Any two days	.45	1.25	2.25	4.00
Any one	.25	1.25	2.00	2.00
Sunday issue	.15	.65	1.25	2.00

John R. McLean, Proprietor,
Cincinnati, O.

New York, Pennsylvania & Ohio

(Atlantic & Great Western.)

Railroad Time Table.

Adopted December 14th, 1884.

☞ Trains are run on Central or 90th Meridian Time, which is 28 minutes slower than Columbus time, the standard formerly in use by this road.

TRAINS EASTWARD.

STATIONS.	No 4	No 2	No 8	No 12
Ashland	1 42pm	8 18am	9 49pm	5 11am
Akron	3 11	11 50pm	11 43	7 15
Kent	3 35	12 45	12 10am	8 00
Ravenna	3 45		12 22	8 13
Arrive.				
Leavitsbrg	4 20		1 00am	9 00
Cleveland	6 30			
Youngstwn	5 00		2 00	9 55
Pittsburg	7 50		5 55	12 45pm
Warren Dp	4 52		1 12	9 15am
Greenville.	5 37		2 30	10 27
Arrive.				
Meadville	6 30		3 25	11 25
Leave				
Meadville	6 45		3 35	
Union City	7 38		4 37	12 50pm
Corry	7 58		5 00	1 15
Jamestow	8 47		5 57	2 12
Arrive				
Salamanca	9 45		7 10	3 15
Buffalo			10 00am	5 45
Nigra Falls			11 50	8 15
Rochester			12 05pm	8 20
Elmira	1 47am		12 40	8 05
Bingampton	3 30am		2 15	10 05
Albany	1 20pm			6 00am
Boston	10 25am			2 00pm
New York			9 20pm	6 10am

Train No, 38 leaves Ashland 10:30, a. m. Akron 5:25, p. m., Kent 6:25 p. m.

TRAINS WESTWARD.

STATIONS.	No 1	No 3	No 5	No 11
Leave				
Ashland	7 56am	8 15pm	2 00pm	6 03pm
Mansfield	8 35	9 00	2 30	7 10
Arrive				
Chicago		7 50am		
Leave				
Galion	9 17	9 50pm	3 05	8 05
Marion	9 58	10 26	3 40	
Arrive				
Chicago	8 05pm	8 20am		
Leave				
Urbana	11 59	1 10am	5 03	
Springfield	12 28	1 59	5 29	
Arrive				
Dayton	1 15	3 10	6 10	
Cincinnati	3 40	5 30	8 15	
Louisville	11 40pm	12 35pm	6 50am	
St Louis	7 20am	6 30	8 35	

Trains No. 3, 4, 5 and 12 run daily., others daily except Sundays.

THROUGH CAR ARRANGEMENT.

No. 1. Parlor Car, New York to Hornellsville; Pullman Palace Sleeping Coach, Hornellsville to Cleveland. Also Hornellsville to Chicago, via Marion, and Chicago and Atlantic Railway; Parlor Car, Galion to Cincinnati. Pullman Palace Sleeping coaches Niagara Falls to Cincinnati.

No. 3. Pulman Palace Sleeping Coach, New York to Cincinnati; Pullman Palace Sleeping Coach, and Regular Day Coaches, New York to Chicago via Marion, and Chicago & Atlantic Railway, (no change for any class of passengers.) Pullman Sleeping and Hotel Coach, Boston and Albany, to Chicago via Marion, and Chicago & Atlantic Railway.

No 5. Pullman Buffet Sleeping Coach, New York to St. Louis, via Cincinnati, in connection with Ohio and Mississippi Railway.

No. 4. Pullman Buffet Sleeping Coach and Regular Day Coaches, Cincinnati to New York, (no change for any class of passengers.

No. 8. Parlor Car, Cincinnati to Galion and Pullman Palace Sleeping Coaches Cincinnati to Niagara Falls; Pullman Palace Sleeping Coach, Chicago to Hornellsville, via Marion, and Chicago & Atlantic Railway. Pullman Palace Sleeping Coach, Cleveland to Hornellsville; Parlor Car, Hornellsville to New York.

No. 12. Pullman Palace Sleeping Coach, Cincinnati to New York; Pullman Palace Sleeping Coaches and Regular Day Coaches, Chicago to New York, via Marion, and Chicago & Atlantic Railway, (no change for any class of passengers.) Also Pullman Sleeping and Hotel Coach, Chicago to Albany and Boston via Marion, and Chicago & Atlantic R'y.

No "stop-over" allowed upon local tickets.

A. E. CLARK, General Passenger and Ticket Agent, Cleveland, Ohio.

J. M. FERRIS, General Superintendent, Cleveland, O.

BALTIMORE & OHIO R. R. CO.

NOVEMBER, 1883.

Railroad Time Card.

EAST BOUND.

(90 Meridian time)	No. 1	No. 5.	No. 3	No. 11	No. 9
Leave	P. M.	A. M.	P. M.	P. M.	a. m.
Chicago	*5 10	8 10	*11 10	*8 40	
Walkerton		11 03	1 58a		
Milford Junction		12 10p	2 08		
Garrett	9 40	1 42	4 35	1 50	
Auburn Junction	9 45	1 52	4 44	2 00	
Hicksville		2 22	5 18		
Defiance	10 44	3 05	5 59		
Deshler	11 25	4 03	6 50		
	am				
Fostoria	12 09	5 00	7 41		
Tiffin	12 32	5 27	8 07		
Chicago Junction	1 15	6 20	8 55		
Sandusky	8 55				
sandusky		*4 50	7 25		
Chicago Junction	1 25	6 35	9 10		
Shelby Junction	1 50	7 05	9 40		
Shelby Town		7 08	9 43		
Mansfield	2 10	7 35	10 15		†4 55
Lexington		7 56	10 37		5 12
Bellville		8 07	10 49		5 23
Independence			11 01		5 35
Frederick		8 31	11 22		6 02
Mt. Vernon	3 07	8 47	11 36	No.	6 25
Newark	3 48	9 30	12 20	56 11	7 10
Columbus Arrive	5 10	11 30	2 47		8 40
Columbus Leave	2 30	8 15	11 40	†4 50	
Newark	3 55	9 40	12 55	6 [illegible]	
Zanesville	4 49	10 27	1 43	5 [illegible]	
Cambridge	5 24	11 17	2 50	5 39	
Bellaire	7 00	1 07	4 55	9 14	
Wheeling	7 43	1 50	5 30		
Pittsburg	2 15	10 55			
Grafton	11 23	5 40a	9 18		
Cumberland	2 57	9 50	1 27a		
Washington	7 30	2 30p	6 20		
Baltimore	8 30	3 30	7 30		

WEST BOUND.

(75 Meridian Time.)	No. 4.	No. 6.	No. 2.	No. 10.	No. 12
Leave	A. M.	P. M.	P. M.	A. M.	P. M.
Baltimore	*8 00	*12 00	*9 30		
Washington	9 00	1 05	10 10		
Cumberland	1 19	5 07	2 43a		
Grafton	4 53	10 00	6 52		
Pittsburg	3 45	a m			
Wheeling.	7 35	12 50	9 40		15 05
Bellaire	7 13	†12 25	9 35		4 45
Cambridge	8 46	2 17	11 23		6 46
Zanesville	9 35	3 09	12 24p	†6 10	7 45
Newark Ar	10 15	3 57	1 20	7 03	No.
Columbus Arrive	11 30	5 10	2 40	8 40	8. P. M.
Leave	8 15	2 30	11 45a		4 30
Newark Leave	10 25	4 10	1 40p		6 00
Mt Vernon	11 08	4 58	2 36		6 52
Frederick		5 14	2 52		7 07
Independence		5 35	3 15		7 29
Bellville		5 47	3 28		7 41
Lexington	A. M.	5 59	3 40		7 56
Mansfield	12 18	6 20	4 03		8 20
Shelby Town		6 40	4 24		
Shelby Junction	12 38	6 42	4 27		
Ar Chicago Junction	1 05	7 10	4 55		
Sandusky Arrive		8 55	6 30		
Sandusky Leave			†4 50		
Lv Chicago Junction	1 15	*8 25	*3 25		
Tiffin	1 56	9 20	7 20		
Fostoria	2 17	9 51	7 51		
Deshler	3 00	10 35	8 34		
Defiance	3 43	11 59	9 59		
Hicksville		12 47p	10 37		
Auburn Junction	4 41	1 34	11 09		
Garrett	4 57	2 00	11 25		
Milford Junction		3 17	12 50a		
Walkerton		4 26	2 24		
Chicago	9 20	7 26	5 40		

*Dail, †Daily except Sunday.

Trains are run West of the Ohio River, 90th Meridian time. East of the Ohio River, 75th Meridian time.

No. 1 runs daily; has B. & O. Palace Sleeping Car attached from Chicago to Washington, Baltimore, Philadelphia, and New York, and Indianapolis to Wheeling via Columbus. Dining Car Chicago to Walkerton. This is a solid train from Chicago to New York—no change of cars of any class.

No. 5 runs daily from Sandusky to Baltimore and New York, on all other Divisions daily except Sunday. Sleeping Car from Toledo daily via Monroeville.

No. 3 runs daily; has B. & O. Palace Sleeping ar attached from Chicago to Baltimore.

No. 4(84) runs daily from Columbus to Newark; and Nos. 8 and 9 daily except Sunday, between Columbus, Cambridge and Mansfield.

No. 4 runs daily; has B. & O. Palace Sleeping Cars attached from New York to Chicago. Dining Car from Walkerton to Chicago. Sleeping Car from wheeling to Indianapolis, via Columbus, daily.

No. 6 runs daily from Baltimore to Sandusky and Columbus; on Chicago Divisions, daily, except Sunday. Has B. & O. Parace Sleeping Car attached to Toledo, via Monroeville and W. & L. E. Railroad.

No. 2 runs daily; has B. & O. Palace Sleeping Car attached from Baltimore to Chicago.

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November 27, 1882.

Mail.	Express	TRAINS SOUTH. Read down. STATIONS. Read up.	Express	Mail.
8 25P M	2 00P M	...Cleveland	2 30P M	7 30PM
8 45	2 20	...Nickl Plate J	2 10	7 07
9 40	3 10	...Hudson	1 20	6 20
9 57	3 27	...CuyhogaFalls	1 02	6 01
10 12	3 42	...Akron	12 50	5 47
10 47	4 19	...Warwick	12 14	5 10
11 00	4 31	...Marshalville	12 02	4 58
11 14	4 45	...Orrville	11 50	4 45
11 55	5 27	...Holmesville	11 04	4 03
12 36	6 08	...Black Creek	10 21	3 21
1 11	7 04	...Danville	9 44	2 45
1 21	7 14	...Howard	9 34	2 35
1 31	7 24	...Gambier	9 24	2 25
1 45	7 38	...Mt. Vernon	9 11	2 12
2 19	8 12	...Centerburg	8 33	1 35
2 43	8 36	...Sunbury	8 08	1 11
2 48	8 42	...Galena	8 02	1 06
3 05	8 59	...Westerville	7 45	12 50
3 30	9 25	...Columbus	7 20	12 25
P. M.	P. M.		A. M.	A. M.

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